

Official and Classified ADVERTISEMENTS

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FOR SALE

25 MAN Beaufort liftcraft £95.00. Kelvin Hughes fishcan £150 needs new transducer otherwise sound. Haynes, The Manse, Crossways, Newland, Dorset.

KEVIN J3 manifold as new, offers over £15. Telephone: Thetford 62141.

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Kilnfish nets below 10m mesh of fyke nets (1000) Brown nets and fish landing gear for order.

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LONG SET LINES with smooth chine and fast bait-on-bait frames, the simplest and most efficient system ever.

LOBSTER/CRAB prawn crawfish and reel folding traps. TRAWLS eel, bait and gill nets. "S" point hooks. Modern Inshore Fishing. The low-cost maintenance with CAYMANIAN FISHING BOATS booklet £1.00 and/or free catalogue.

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794.0, 794.5, 795.0, 795.5, 796.0, 796.5, 797.0, 797.5, 798.0, 798.5, 799.0, 799.5, 800.0, 800.5, 801.0, 801.5, 802.0, 802.5, 803.0, 803.5, 804.0, 804.5, 805.0, 805.5, 806.0, 806.5, 807.0, 807.5, 808.0, 808.5, 809.0, 809.5, 810.0, 810.5, 811.0, 811.5, 812.0, 812.5, 813.0, 813.5, 814.0, 814.5, 815.0, 815.5, 816.0, 816.5, 817.0, 817.5, 818.0, 818.5, 819.0, 819.5, 820.0, 820.5, 821.0, 821.5, 822.0, 822.5, 823.

BTF DOLES OUT 'FISHING DAYS'

FEELINGS among Grimsby's trawler owners and fishermen were still running very high days after the new fishing agreement with Iceland had been signed and sealed by the town's MP and Foreign Secretary, Anthony Crosland, last week.

There was a sense of bewilderment on the docks as vessels, to all intents and purposes, went about their business as usual.

But, behind the scenes, the three distant water operators — BUT, Boston Deep Sea Fisheries and Consolidated Fisheries — were busy trying to decide what they should do with their fleets as an alternative to the massive lay-ups forecast as a result of the cod war settlement.

Rumour was rife and there was talk of vessels and crews going over to Newfoundland on charter and working nearly all the other distant middle water grounds from the Barents Sea to the grounds off Ireland.

Three BUT distant waters — *Ross Revenge*, *Lord Jellicoe* and *Ross Kelvin* — left the port with ICNAP documentation to work the grounds between Newfoundland and western Greenland, while Boston Group's *Boston* was believed to be heading to the east of Greenland and others made for the Westerlies.

Inevitably there was talk of vessels being laid up and scrappings, but none of the owners were willing to discuss this issue publicly.

A spokesman for one company told *Fishing News* it might be a few weeks before they were able to ascertain the extent of the new deal on the size of their fleet. He con-

firmed, however, they could not hope to avoid pulling out some vessels despite the permutations of fishing grounds apart from those off Iceland.

At the weekend the picture became a little clearer when the British Trawlers' Federation allocated each company the number of monthly fishing days they were entitled to work the Icelandic grounds under the new agreement.

These were based on the maximum of 24 vessels each day providing 720 fishing days in a 30-day calendar month, and 744 in a 31-day month, to be split between the entire British fleet of distant water owners fishing Iceland. The individual allocation of days was based on past fishing effort and company performances in Icelandic waters.

With vessels used to spending at least 12 days on the fishing grounds during a three-week trip, these figures confirmed what owners had feared. Unless new grounds can be found very quickly to accommodate a good portion of the distant water fleet, there seems every reason to conclude that at least 15 trawlers will have to be laid up at Grimsby.

Some sources even suggested certain vessels could well be on their last trips and, in terms of lost jobs, upwards of 300 trawlermen look doomed to join the dole queues.

On Grimsby fish docks the merchants were not quite so pessimistic. Not a single merchant *Fishing News* spoke to said they were even considering laying off staff.

The general consensus of opinion pointed to the present level of supply being maintained by fish landed from foreign vessels.

The main bone of contention here is how much the housewife is prepared to pay for her fish.

One merchant summed up the position to *Fishing News* by saying: "We operate our business on a daily basis because we are dependant on a fluctuating market. At the moment there is absolutely no cause for panic, but if supplies do become tight and prices rise, then we could suddenly find ourselves too pricey for the consumer."

"That would be the point where we would have to consider our manning positions."

There were longer faces among the shipwrights and ancillary trades which service the trawlers. Redundancies

are expected in most of these companies when the trawler owners begin laying up vessels. Manufacturers of trawling gear are also expected to be hit hard.

Many people were forecasting that Mr. Crosland might also share some of the imminent hardship at the next General Election.

Staunch Labour supporters

Right: the Icelandic deal gets the thumbs down from 2nd engineer, Tom Eskrett, and cook, Gordon Hemsley, of the distant water trawler *Barnsley*. They are trying to put a brave face on events.



inside and outside the industry voiced their disapproval at his action in signing away the prosperity of his constituency in Oslo. His 8,982 majority at the last election was looking very precarious indeed last week.

"We don't think Crosland put up nearly enough fight for Grimsby and the Humber," a trawlerman told *Fishing News*, adding "the lads are sick at the way he handled the job."

His only hope of regaining the fishermen's vote is by making sure we are adequately compensated for losing our jobs and finding new work for us ashore."

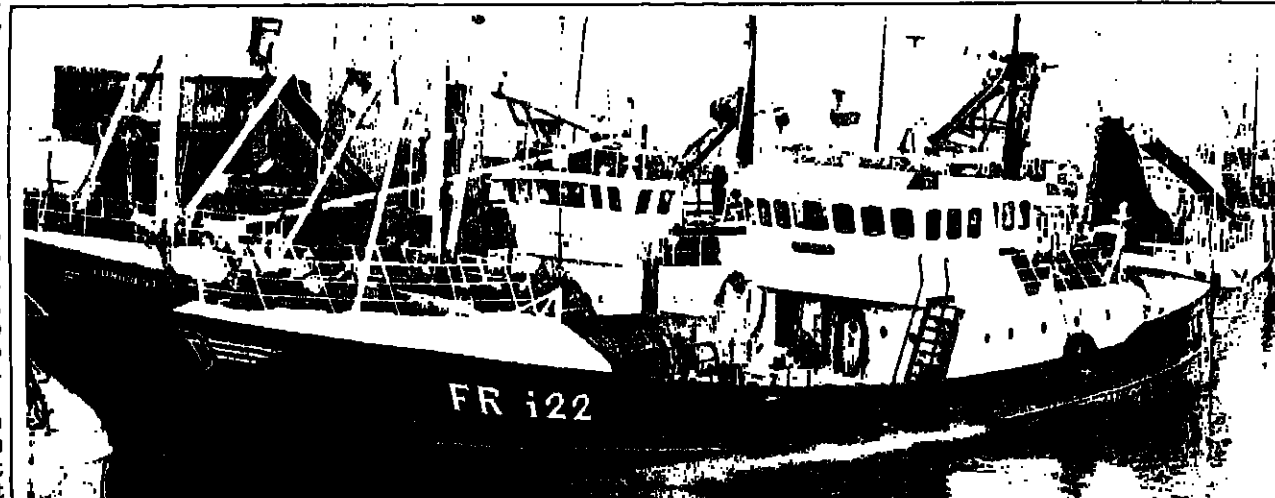
Mr. Crosland is due in Grimsby at the end of the month to defend his actions

the herring season now underway, they are still on ice

Comrade (FR 122) and Conquest well laden at Fraserburgh. With the herring season now underway, they are still on ice

LT300

LT300



Comrade (FR 122) and Conquest well laden at Fraserburgh. With the herring season now underway, they are still on ice

'Silver darlings' no more

EACH start of a herring season has had Scots skippers' pulses racing with excitement; but the critical

day this year — June 1 — has come and gone.

Far from chomping at the bit, some of the dyed-in-the-wool herring men of the Scot-

lish north-east reacted to it without even a dull throb in their veins!

Although Fraserburgh saw her first landings of the

season on Thursday last week (the 820 units of herring were brought in by two Lerwick boats working off Shetland) our own pursers have, on the whole, ignored the "silver darlings" in favour of other species.

Sprat landings, a diversity for the past few weeks, have accounted for the activities of more than half-a-dozen pursers. A total of 28,142 cwt. of sprats was off-loaded at Fraserburgh last week ending 250,042 for ten landings.

Normally the sprat fishing from Fraserburgh is over by the end of March, but this season has been considerably extended by a number of purse seiners which even up to last week were making big landings.

The Tait family's big purser *Chris Andra* has made landings, along with *Comrade*, *Conquest*, *Pathway*, *Courage* and even the Faroes boat *Ceyl Regal*.

A catch has also been landed by *Gallie Rose*, one of the two 99ft. sister-ships built by the Dieppe yard of Ateliers de Chantiers de la Manche for Gallie Shipping of London.

The pursers have been catching sprats about 10 miles from Fraserburgh.

Apart from just a handful of boats which have stayed around the Clyde to start the herring season, most of the Buchan boats have been engaged in the various fisheries of the herring coast.

Apart from the herring boats, there are also a number of

Lowestoft welcomes EEC grant

AN EEC grant of just under £50,000 towards the £1m modernisation and improvement scheme at Lowestoft fish market has been welcomed by the docks manager, Mr. C. S. Bradley.

He said details of the grant are not yet available and he did not know whether it related to past or future spending. The grant had been applied for some time ago and Lowestoft would now be receiving £49,858.

Dry-dock

"We don't know whether this is a once-and-for-all grant or not," he said. The improvement scheme at Lowestoft includes extensive sea defence works and renewal of the dry-dock caisson, completed last year.

The second stage of the improvement scheme will include a new berth for trawlers on the south side of the Waveney dock and modern landing and fish processing halls on the market itself.

WHALE MEETING IN LONDON

THE 28th annual meeting of the International Whaling Commission will be held on Monday, June 21, at 10.30 a.m. at the Waldorf Hotel, Aldwych, London. It is expected to end on Friday, June 25. The Scientific Committee of the Commission will meet during the two weeks preceding the annual meeting.

Ordeal in liferaft as inshore boat sinks

TEN-HOURS ADRIFT

bit of a bang." Water started pouring in and they launched the liferaft.

"I sent out a Mayday call but didn't stop to see whether it was answered," said the skipper. "We jumped into the liferaft and we had only been in it a few minutes when the trawler turned turtle and sank. We were very close to her — how we didn't get sucked in I still don't know."

Dressed in only light clothing, the men found themselves shaking with cold and used the cover of the liferaft to keep warm. "We curled up and eventually dropped off to sleep," said Skipper Unsworth.

He was woken by the noise of engines and saw the Dutch yacht *Woestduin*, a short distance away. "They had spotted some wreckage from the trawler and came to investigate — we were really

thankful to get picked up," said the skipper.

It was not until the Dutch yacht arrived at Lowestoft and the three fishermen came ashore that the loss of *St. Patrick* became known.

The liferaft from which the three men were rescued was left adrift at sea.

Corleston Coastguards said later that the raft contained a medical kit which includes a supply of morphine and added that an alert had gone out along the east coast and in Holland.

THE only thing that will save Hull is supplies from inshore ports. This was claimed on Monday when no distant water wet fish trawlers landed at the Humber port.

The only discharge for the port's Monday auctions came from two North Sea seiners, one from Hull and the other from Grimsby, which between them landed 431 ten stone kits.

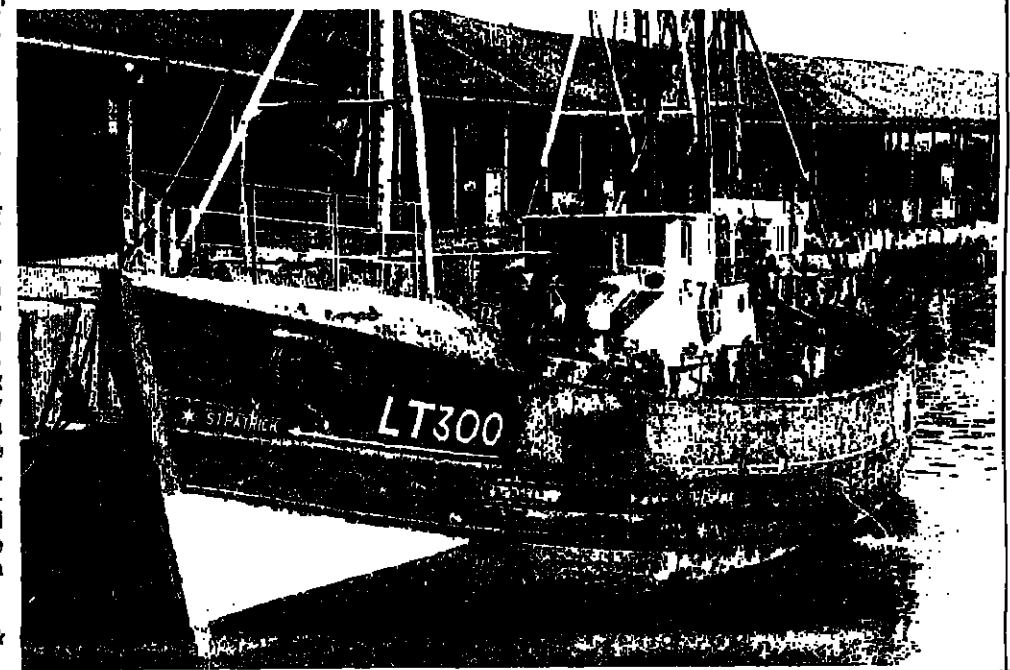
These landings came from *Vikingborg* (Skipper C. M. P. Jensen), which made £88.95 for 255 kits, and the Grimsby-based *White Bank*, which made £4,359.45 for 176 kits of flat fish.

However, this low supply was augmented by overland supplies of about 2,500 boxes of fish from inshore ports.

After the day's auctions in Hull, Mr. Allison, who in September will have completed 52 years in the local fish trade, told *Fishing News*: "I never thought I would live to see the day when Hull would be as poorly supplied for a week's work."

Referring to overland supplies, Mr. Allison said: "We have been encouraging people to send us fish from Scotland and north-east coast ports, and we hope we shall get more and more of this fish. It seems the only thing to save Hull."

Inshore supplies may save Hull



The inshore boat *St. Patrick* seen at Lowestoft.

DOUBLE LAUNCH IN CORNWALL

CORNISH GRP boatbuilders Cygnus Marine had a double launch last month and has since launched another boat! All three are GM32s (32ft. long) and they are heading for Sweden, Hartlepool and a Cornish port. One owner even named his boat *Cygnus*. She is the craft for Hartlepool (seen in the picture ready for launching) and is registered HL 107. Owned by J. A. Cook of Hartlepool, she is a stern trawler, long liner and potter equipped with a North Sea 1,200lb. capstan, Ferrograph C600 echo sounder and Seavoice VHF radio. The boat, powered by a Ford Sabre 108 hp diesel, headed for home the day after her White Fish Authority trials and made the trip from Falmouth with just two stops. The boat in the water is the second being delivered to Sweden so far this year. She is again powered by a Ford Sabre 108 hp diesel and is fitted out with three bunks, electric recirculating toilet and comprehensive galley unit. The yard's first GM38 boat is due for completion this month and Cygnus is already half-way through moulding the initial order of nine GM26 craft.



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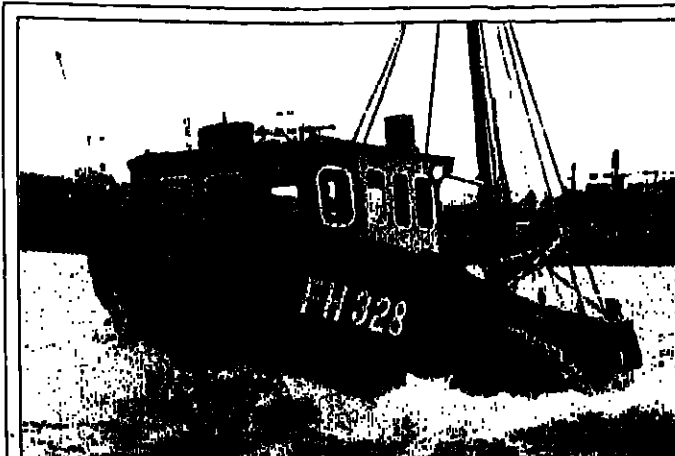
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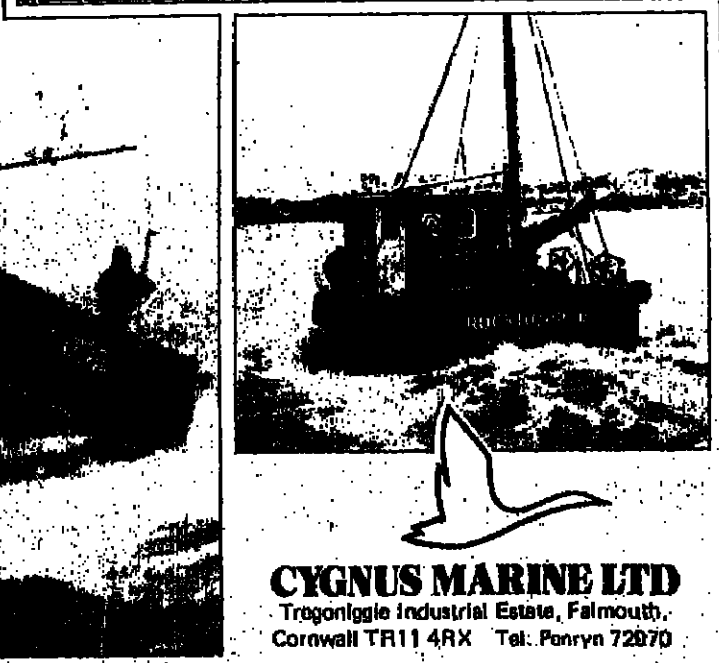
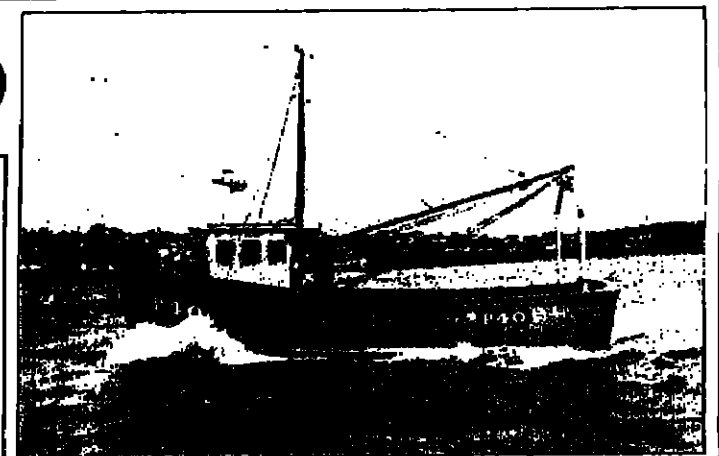
Shown, centre, is one of the latest Cygnus Workboats on sea trials off the Cornish coast during a force 9 gale. The 32ft "Korall" which is now working off the shores of Sweden is just one of the large number of sturdy GM Range Fishing Vessels being exported.

The GM Hulls have all the features of its well proven ancestors, heavy displacement, long straight keel, solid handling etc. The big difference is that it costs far less and there's next to no maintenance. All the hulls are built to a high standard of craftsmanship conforming with Lloyd's Fishing Boat Rules and W.F.A. requirements. In fact the GRP lamination is in excess with the hulls massive transverse frames on 18" centres and full length longitudinal.

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WORKBOATS

ARMANA MAKES £16,669 MAIDEN

FLEETWOOD'S latest trawler—the 132ft. stern fisher *Armana*—arrived from her maiden voyage at the port last week with 1,054 kits, including more than 170 of cod and 350 of haddock, which sold for £16,669.

Armana had been taken over after completion by Skipper John Burns, formerly of the freezer *Crisilla*, and sailed straight to the Iceland grounds.

This grossing was not exceptional because *Armana* had been forced to switch grounds with a change in protected boxes. This resulted in a large percentage of cod in her catch.

'A beauty'

But Jim Cross, Fleetwood manager for the owners, J. Marr and Son Ltd., said: "The main thing, however, is that apart from minor teething troubles she has proved her fish-catching ability on her maiden voyage."

"Skipper John Burns and the crew were satisfied with the ship. They think she's a beauty."

"The first kit for the vessel was sold for £40 to fish merchant, Ross Whittaker, with the proceeds going to the Royal National Mission to Deep Sea Fishermen. There was the customary gift for the purchaser of the kit."

Coley glut hits Grimsby

A GLUT of coley landings from middle and distant water grounds kept trawler grossings down again last week at Grimsby. Despite the efforts of salters, they could not prevent hundreds of kits going to fish meal.

On markets well supplied with fish (just on 30,000 kits in the four-day spell after the Bank Holiday) the demand followed the pattern of previous weeks, with vessels landings towards the weekend being hardest hit by the surplus of rough fish and falling quayside prices.

Biggest catch of the week



came from BUT's *Ross Kashmir* (Skipper Frank Gray) with 1,470 kits after 22 days to Iceland, but over 900 kits were coley and, with much changing hands near minimum price, she made only £18,989.

Ross Kashmir landed for the Friday market, while sister-ship *Ross Kipling* (Skipper Bill Ferrand), also back from a 22-day Icelandic trip, grossed £24,635 from 1,396 kits on the opening Tuesday and this very

modest tally was never bettered.

Only the Boston Group's *Boston Kestrel* (Skipper Wally Nutten) and BUT's *Vivaria* (Skipper Roy Kurz) joined *Ross Kipling*, from nine Icelandic landings, with grossings over £20,000.

Best middle water grossing came from BUT's *Ross Cougar* (Skipper Jack Major) with £21,901 from 1,131 kits after a 16-day Faroes trip, again on the opening day, although *Ross Jaguar* (Skipper Denis Speck), back from a 14-day Westerly trip, all but beat her with 1,301 kits on Friday which just fell short on £21,887.

Also in the middle water section, for the first time since arriving last year, *Boston Halifax* (Skipper Ray Harries) made a commendable £19,456 from 1,063 kits, including over 600 of codstuffs, after a Westerly trip lasting 17 days.

Honours, and very nearly another new record, in the pair trawling section went to the two 74-footers *Mohave* and *Shawnee*. They easily outgrossed the others and delighted agents, Tom Sleight (F.S.) Ltd., with combined figures of 1,436 kits from a 13-day Westerly trip to realise £27,764.

Richardson's *Helen Mona* (Skipper Anders Svendsen) narrowly took the top seiner spot with £5,668 from 258 kits after 15 days.



Seen out on trials last week is the 85ft. wooden boat *Harvest III* for Skipper Robert Reid of Peterhead. She heads out from the James Noble (Fraserburgh) Ltd. yard on the Tuesday in heavy rain. Powered by a Gardner 230 hp diesel and equipped with a Northern Tool and Gear winch and Laid power block, she is one of the first boats in Scotland with a system using three Laid Hydraulic rope storage reels.

UK 'let down' at Japanese farming talks

THE most spectacularly successful of all fishery meetings organised by the Food and Agriculture Organization ended at Kyoto, Japan, on June 2.

The first full FAO Technical Conference on Aquaculture attracted 450 participants. Some 100 delegates from Japan were present and the United States

sent 60 people.

From Britain the Highlands and Islands Development Board sent experts, while the Ministry of Overseas Development sent one. Unilever, which has invested in Scottish fish farms, sent two people.

However, the British group feels it has been let down by their Government, as representatives were sent from the Ministry of Agriculture, Fisheries and Food, the laboratories around the country, or White Fish Authority.

The British party played a part in the conference out of all proportion to its size. Paddy Secretan of Bain Dawes Insurance; Tim Cracknell of Shearwater Equipment; and Ian MacFarlane of Fish Farm Development, all served as chairman or panel member.

Peter Hjul, editor of our sister magazine *Fish Farming International*, was both rapporteur of the crucial wind-up session and one of the four members of the drafting committee.

The British group plans to issue a strong statement about our official indifference to fish farming on their return.

NEW MAN

JOHN Gilmore has joined Fishing Hydraulics (Scotland) Ltd. as sales engineer. Mr. Gilmore is well known in the industry for his services to the Scottish fleet.

'Jewel', 'Sceptre' go for breaking

THE German tug *Torque* was back in Grimsby on June 2 to tow the former BUT steam trawler *Northern Jewel* to a breakers yard off the Thames.

Torque then returned to the Humber port this week to collect the near-sister steamer *Northern Sceptre* for her last trip.

Both vessels were built in 1954 by Cochrane & Sons Ltd. at Selby and were laid up at the beginning of 1975.

The 186ft. *Northern Jewel*, which bore the coveted port registration GY 1, was originally laid down to an order from the Rinovia Steam

Fishing Co. Ltd. of Grimsby but the 799-ton vessel was sold to Northern Trawlers Ltd. (since absorbed by BUT) while still on the stocks.

Also in the news after her final trip is *Vellada*, the 77-ton steam trawler sold by BUT to a Lincoln scrap metal consortium last year to work on wrecks. She is being broken up in Belgium.

SEINER RECORD LASTS A WEEK

Boston best trip double

VISBORG smashed the Hull seiner trip grossing record last week just two days after *Rosenborg* had lifted the figure to £10,000.94p.

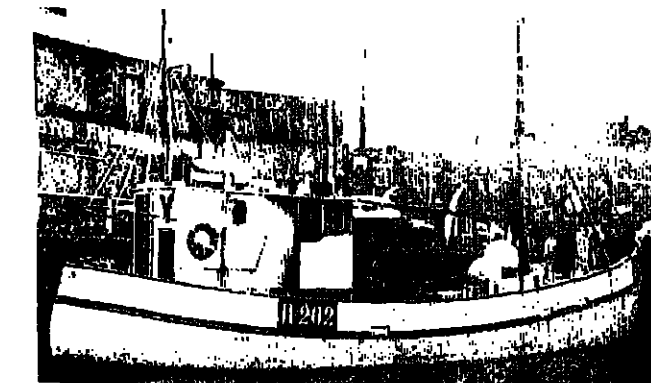
Rosenborg (Skipper Vagn Dam) broke the record with a catch of 417 kits which made £10,000.94p after a 17-day trip, as reported in *Fishing News* last week.

Just two days later, *Visborg* (Skipper V. Jensen) sailed into port with 419 kits, including six of flats, which made £10,170.43p from a 14-day North Sea trip and matched the record from *Rosenborg*. Both vessels are owned by Boston Deep Sea Fisheries.

This grossing beat *Rosenborg*'s earlier catch by £169.49p, the first Hull seiner to reach a five figure landing. Although *Rosenborg* caught 52 kits more, *Visborg* was out three days less and had a complete sell-out of her smaller catch, while *Rosenborg* had 18 kits remaining unsold.

On the same day that *Visborg* smashed the local made £6,432.89p.

Rosenborg—she held the record for only two days.



Good catches help ride the gloom

THERE were some good middle and near water catches landed at a fine catch. The 109ft. Fleetwood last week to *Royalist* (Skipper Ken Beavers) returned to port with 488 kits, including more than 300 of cod, for a grossing of £9,393. This continued the vessel's run of success, along with her sister-ship *London Town*.

In the distant water section the week was again dominated by the stern trawler *Jacinta* which returned from Iceland under Skipper Bill Taylor with 1,740 kits, including more than 100 of cod and 500 of haddock, to make £26,286.

This grossing followed her successful run off Greenland. Prices during the week were stable but far from outstanding—there was some small place which did not find buyers. Also, the coley market was not what it might be, mainly due to the large quantities—by Fleetwood standards—landed with daily supplies going up to more than 1,000 kits.

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TROUT FARM SPLASHES OUT

GRAMPIAN Fish Farm of north-east Scotland has applied for planning permission to open up another farm at Kirriemuir.

Four years ago the firm set up a fish farm at Forfar, Angus. Today it has about 2,500,000 brown and rainbow trout which it supplies to angling clubs, land owners and other fish farms.

Polish-born Stephen Tur, one of the firm's directors, said it is still quite a small enterprise but, because it is so specialised, there is quite a demand for its fish.

Mr. Tur is one of the few people in Britain to hold a fish farming degree. He said after the war the rivers were full of fish and there was no demand for fish farmers, but times have changed and more and more fish are needed, both for sport and for the table.

Fleetwood welcome sprat meal plant

THE FISH meal firm of Isaac Spencer has purchased a second-hand plant from the Isle of Man which should provide an additional source of income for Fleetwood's inshore fishermen.

The plant will enable the firm to deal with more oily fish such as sprats which are to be found in quantity around the port in winter.

Colin Wilson, managing-director of Spencer's, said: "There is an export market for sprats but continuity of supply is needed and, until that is achieved, there is this plant to fall back on."

He discounted any ideas of a sprat boom at the port because of any switch to this form of fishing would be gradual, with the cost of vessels being equipped to take advantage of it.

David Rainford, chairman of the Fleetwood Inshore

Fishermen's Association, said: "We welcome this new plant very much."

"Anything that helps us during the black months—December to March—is must be a good thing. I think it is a big step forward."

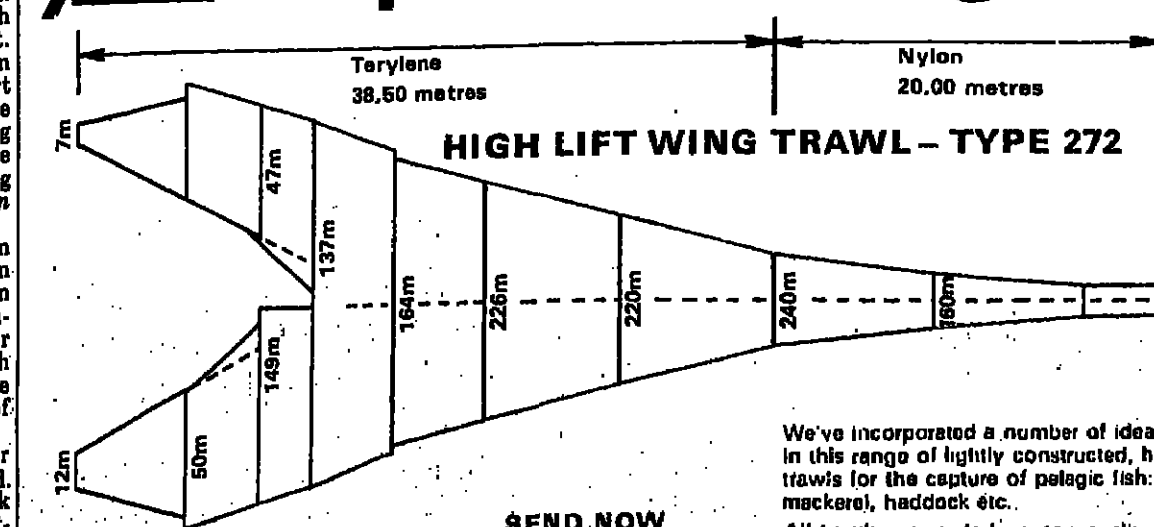
But he was quick to add that it could be two or three years before the inshore fleet is equipped to keep a sprat plant in full operation.

"New equipment would be needed and that could be quite costly when inshoremen don't have a lot of money."

TRAWLERSMEN working on the four Norwegian stern trawlers run by A/S Myrefisk and A/S Oksnesfisk earned an average of £8,000 last year. Crewe wages amounted to more than one-third of the ships' total grossings.

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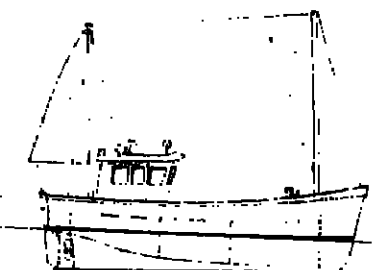
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WRITE-OFFS GET NEW LIFE

TWO BOATS written off by insurance companies as total constructive losses will sail again.

The 102ft. *Jade Star Gypsy* was badly damaged at the bow when she was in a collision. Later she sank in harbour damaging the engine and machinery.

She was bought by a consortium of South Wales men who formed Hubert Jones Trawlers, and after being repaired in the River Neath at Briton Ferry, she is now back at Milford Haven to resume her fishing career.

The second boat is

much smaller at 32ft. long. Named *Orion*, she was wrecked off Saundersfoot harbour when her moorings parted last November.

The bottom of this steel boat was stove-in over most of the length of the hull but the firm of Robertson, McNaught Ltd., of Pembroke Dock, salvaged the boat and then bought her for scrap from the insurance company.

After careful examina-



Above: *Jade Star Gypsy* repaired after her collision. Below: *Orion* was wrecked when her moorings parted.



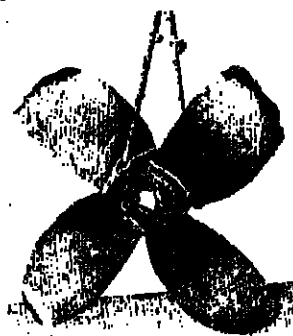
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Poaching costs Rumanian £38,150

A RUMANIAN skipper had his gear, valued at £38,000, confiscated when he was fined £50 with £100 expenses at Cork County Court for illegal fishing off Ireland.

The skipper, Oprea Ion Neculai, of the 275 ft. Rumanian State-owned stern trawler *Negoiu*, was caught fishing illegally inside Irish territorial waters off Blasket Islands, on the Kerry coast, on May 25 (*Fishing News*, May 28).

The vessel was arrested by the Irish Naval minesweeper

Fola, under Lt. Commander Eoin McNamara, who said that, when the position of *Negoiu* was fixed, she was 1,200 yards inside the exclusive limits. Her gear was being towed at the time.

Skipper Neculai denied that he was inside the Irish limits and claimed he was never nearer than two miles to the limit.

His evidence was rejected by District Justice K. I. McCourt, who said he had no doubt that the Rumanian vessel was inside Irish waters.

On Thursday last week, the skipper was granted an order in the Irish High Court re-

quiring the District Justice who found him guilty to state why the conviction should not be quashed.

For the defence, a message from the Rumanian Ambassador in London was sent to the Court.

This said that *Negoiu* was owned by the Rumanian Government and the Ambassador wished it to be stated publicly that any activity which may have taken place was accidental and was not an unfriendly act.

A trawler sailed from Cobh last Friday after being detained for over a week.

RESCUE AWARDS

THE BOARD of Trade shield for the most outstanding rescue operation in Great Britain for 1975 has been presented by the chief inspector of coastguards, Lt. Commander John Douglas to the *Scrabster* auxiliary rescue team.

The presentation was made at a special ceremony in Thurso last Friday to honour the men who helped save the crew of the Aberdeen trawler *Clarkwood*, which went aground off Dounreay on August 22 last year.

Clarkwood, outward bound from *Scrabster*, grounded on jagged rocks near the Dounreay atomic station.

The *Scrabster* auxiliaries went into action and rescued the skipper and crew.

Freebooters' best ever



Boyd's 11-year-old freezer *Arctic Freebooter* landed her best ever turnout last week.

BOYD Line's 1,183-ton freezer trawler *Arctic Freebooter* (Skipper George Kent) had her largest ever turnout at Hull last week when she landed 540 tonnes of frozen fish.

WFA rate changes

CHANGES in White Fish Authority and Herring Industry Board loan interest rates were made on May 29, 1976.

The new rates of interest are: for fishing vessels under 80ft. and new engines, under five years, 12½ per cent; five to ten years, 12½ per cent; ten to 15 years, 12½ per cent; over 15 years, 13½ per cent.

For processing plants, under five years, 13½ per cent; five to ten years, 14½ per cent; ten to 15 years, 14½ per cent; 15 to 20 years, 14½ per cent.

Salmon policy change needed

A COMPLETE change of policy on the commercial use of Irish salmon fisheries has been suggested.

The proposal was made by the secretary to the Foyle

Fisheries Commission, Mr. G. D. F. Madock, at the salmon research seminar held in Westport, Co. Mayo.

He said that netmen should be given a right, rather than a licence, to fish for salmon.

A policy should be adopted by the Government, whereby the energetic and efficient fishermen could acquire a personal asset or investment in fishing, which he could dispose of by right if he wished.

Ireland's huge salmon resources had to be effectively managed and this was not done in a situation where salmon fisheries were merely regarded as a means of providing seasonal incomes for low-income people.

The seminar was an exchange of papers and views on different aspects of salmon fishing and rearing. No policy decisions were taken.

LOBSTER FORM FORGED

GEORGE David Wake (45) of Clon-Owens, Point Devoran, Cornwall, has been found guilty at Bodmin Crown Court of forging a public health certificate.

He received two sentences of nine months' jail, both suspended for two years.

Wake denied falsifying a document certifying that a consignment of lobsters he exported to France in January, 1976, had been inspected and passed as fit for human consumption.

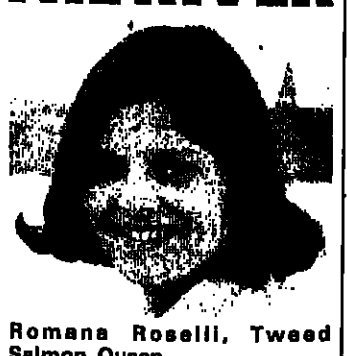
He was acquitted of obtaining £640 credit for the lobsters without informing the London company, which supplied them, that he was an undischarged bankrupt.

Wake pleaded guilty to being concerned in the management of two companies while an undischarged bankrupt. He was fined £100 on each charge, and given one month to pay, with the alternative of three months' imprisonment.

The companies were: Ducky Smoked Salmon Ltd and Trawler West Ltd.

QUEEN OF THE RIVER

ROMANA Roselli (17) has been named as the 1976 Tweed Salmon Queen and her coronation in July will be the highlight of the Tweedmouth Feast Week in Berwick. Romana, who is head girl at Springhill County School, Tweedmouth, lists swimming, tennis and photography as her hobbies and already holds the Berwick Journalists Press Queen title "Miss Print." The Berwick and Border Lions Club, which runs the annual Feast Week, hopes to revive many old sporting events this year and has launched a



Romana Roselli, Tweed Salmon Queen.

national appeal for new robes for the Salmon Queen.

Cod war in 1484?

"If only this country had someone with a fraction of King Richard III's ability and determination these days, the Cod War could have been settled to everyone's satisfaction."

This is claimed in a letter to the *Daily Mail* on Monday under the heading: "How we won the Cod War—in 1484."

Writer, Alan Smithies of Nunneaton, claims King Richard "wrote to the Icelandic authorities" and warned them that he had given the trawler fleet, assembled at Hull, an armed escort. The would not interfere with Icelandic vessels, but would open fire immediately if they were any interference from them.

The convoy reached the Icelandic grounds safely and the haul was a good one. There was no interference on either side, according to Mr. Smithies.

Fishing News is not surprised. Hull trawlers didn't start to fish off Iceland until the 1880s.

June 11, 1978

FISHING NEWS

'Pair' take 1000 tons of blue whiting

TWO Peterhead purse seiners — *Vigilant* and *Lunar Bow* — have spent five weeks pair trawling for blue whiting.

Skipped by brothers William and John Buchan, they fished as deep as 200 fathoms and ranged from St Kilda to the Faroes. The boats landed a total of 1,000 tons at Mallaig and Ullapool.

The catches were sold to R. Croan and Sons of Edinburgh for pet food and the vessels were able to land the catches in good condition.

Vigilant has a refrigerated seawater plant, while *Lunar Bow* has tanks in which fish can be carried in a mixture of seawater and ice.

The skippers' father, Alec John Buchan, told *Fishing News* that the crews had sampled the blue whiting and found them to be rather good.

Both boats have now gone back to the herring fishing in the Minches now that the ban has been lifted from the start of this month.

The third purser in the Buchan family, *Pathway*, has just returned from Norway where she has been fitted with a full shelter deck at the Flekkefjord yard of Sigbjørn Iversen. She landed a catch of sprats in Fraserburgh on June 1.



Vigilant (Skipper William Buchan) is one of two purse seiners which have been trawling for blue whiting. The 100ft. vessel, built last year by the Sigbjørn Iversen yard in Norway, has a Caterpillar 750 hp engine, Karmoy winch and Triplex net winch, plus refrigerated seawater tanks.

Roker landings go up

A BIG increase in Milford Haven roker landings compared with previous weeks did not result in any outstanding grossings last week.

Top ship of the week was *Norrad Star*, commanded by Skipper Jim Manson, which landed 160 kits for a grossing of £3,216.

On the same day, the Swansea owned *Georgina Wilson* (Skipper Tom Smith) landed 128 kits which sold for £2,659, and *Picton Sealion* (Skipper Trevor Salter) ended a broken trip of seven days having 24 kits worth £537.

Between them the vessels landed a total of 100 kits of roker, 15 of haddock, 70 of cod, 25 of whiting, 15 of turbot and brill, 30 of plaice and 10 of sole.

Just behind *Norrad Star* in earnings was *Bryher*, commanded by Skipper A. James. She landed 135 kits for a grossing of £3,208. On the same day *Brenda Wilson*, the command of Skipper Rees Evans, landed 128 kits for £2,826, while the beam trawler *Archer Harvey* only returned to port after only one day with her five kits selling for £170.

The vessels landed a total of 100 kits of roker, 50 of cod, 50 of whiting, 10 of turbot and brill, 20 of plaice and 10 of sole.

Markets were by no means outstanding, but this is considered normal at this time of the year.

Oyster plan 'would hit herring fishery'

THERE is growing opposition to a plan for reviving oyster fishing in the River Cleddau, up river from Milford Haven, despite the South Wales Sea Fisheries Committee placing on record its support.

A Chelmsford man plans to seed 260 acres of river bed near the village of Llangwm and has asked the appropriate authorities for approval.

Ministry

Llangwm is also the centre of a long-established herring fishery and one of the protesters, Glyndwr Lewis, has written to the Fisheries Secretary at the Ministry of Agriculture, Fisheries and Food.

In his letter, Mr Lewis stated: "I hereby formally lodge, on behalf of the fishermen of Llangwm and district, objection to the application of Mr. Clarence Alfred Davall, of Chelmsford, for an order under the 1967 Act conferring on him the right of several fishery for oysters over specified parts of the River Cleddau."

"The main objection centres around the interference which such an order will cause to the traditional fishing in the river, particularly herring fishing."

"The village of Llangwm has been noted for centuries as a fishing village and, until the turn of the century, there is no doubt that the livelihood of the majority of the inhabitants depended solely on fishing."

"The fishing has continued — and particularly for herring — up to the present day. Moreover, with the present trend towards increasing unemployment, it is quite pos-

sible that many of the inhabitants will be forced to again rely on fishing for their livelihood."

"The method of herring fishing is one that is peculiar to the area, the nets being moored at certain states of the tide so that they may lie on the bed of the river and to a certain degree move along the sea bed. This kind of fishing would, therefore, be contrary to the provisions of sub-paragraph seven of the Sea Fisheries (Shellfish) Act 1967 and would, therefore, render fishermen, fishing in the way described, to prosecution."

Mr Lewis adds in his letter:

'TOKIO' ABLAZE

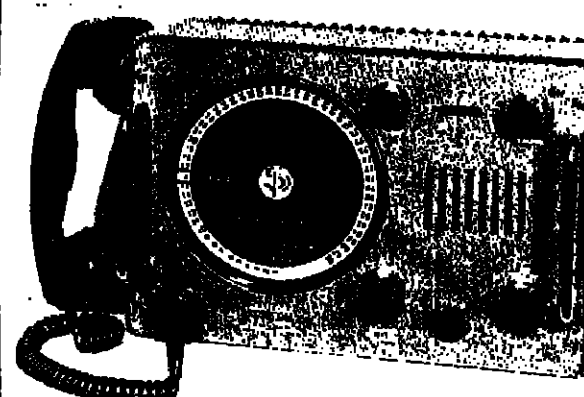
FOUR FIRE engines roared onto Grimsby fish docks at dawn last Friday when a fire was spotted on the Grimsby middle water trawler *Tokio* only a few hours before she was due to leave for the Faroe grounds.

The blaze, confined to the crew accommodation aft, did extensive damage and firemen used breathing apparatus before getting it under control. It is understood *Tokio*, owned by H. L. Taylor Ltd., could be out of fishing for up to a month.

"This they contend would be an intolerable position for them to face should they wish to continue their traditional fishing. Furthermore, the dredging operations which would be employed by the applicant for the order would seriously disturb, and most probably destroy, the herring spawning beds which we know lie in the defined area. This assumption is supported by scientific evidence."

He concludes his letter: "To allow such an order would, in effect, mean the extinction of herring fishing by an experimental oyster venture which has no guarantee of success."

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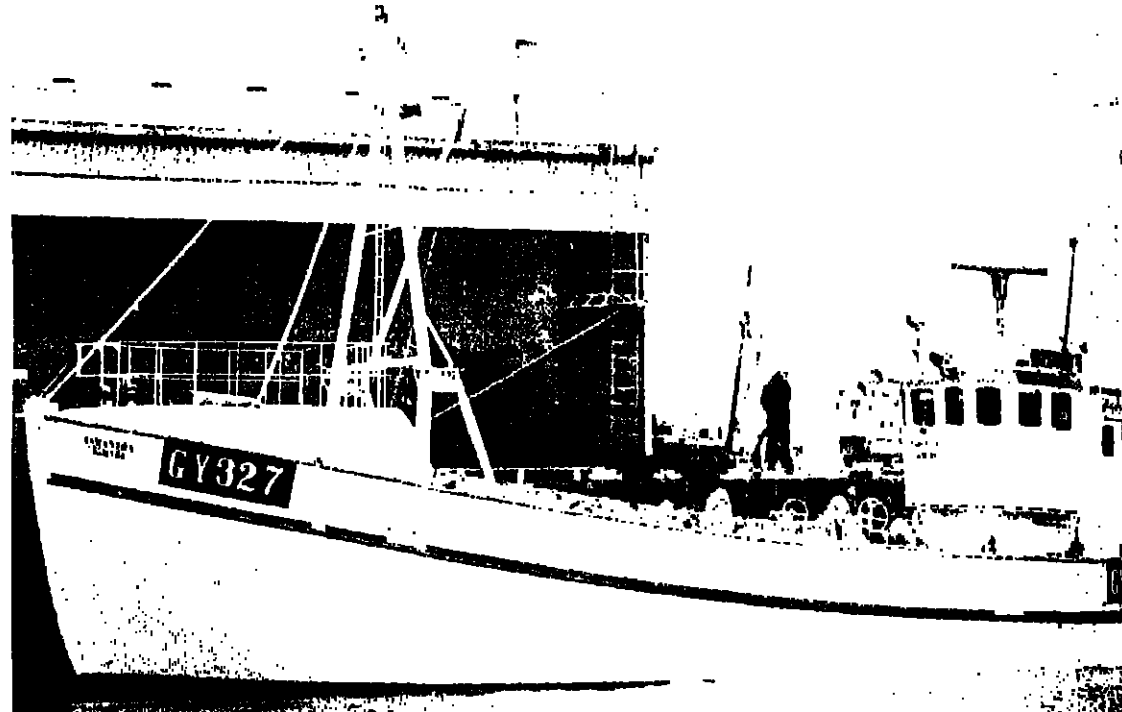
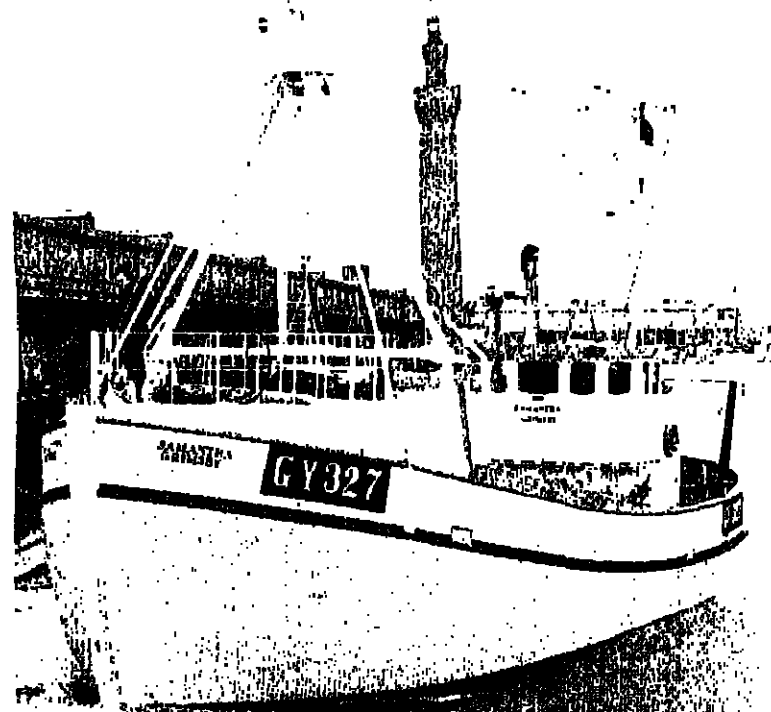
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Above and left: Samantha at her home port of Grimsby

1000-KIT 'SAMANTHA'

Skipper returns to Denmark for 68ft. industrial trawler

AN IMPRESSIVE addition to the A. E. Richardson agency at Grimsby is the wooden multi-purpose Samantha (GY 327), built in Denmark by Glyngore Skibs.

Og Baadebyggeri (Yard No. 223) at Glyngore, to the order of H. Thinnesen Ltd. The sophisticated and luxurious vessel is designed with an accent on industrial fishing, but arrived just as the sprats were ending. So skipper-owner, Hugo Thinnesen, has linked with his old command Tina (another Glyngore product) and, with younger son Peter in charge, has formed a successful white fish unit.

Locker

With an overall length of 68.6ft., registered length of 68.15ft., breadth 21.1ft. and depth 7.7ft., Samantha is registered under Part IV at 49.82 tons. Of oak-on-oak construction, she has a raked stem, flush deck and cruiser stern.

Samantha has two fishrooms with a total capacity of over 1,000 kits, plus a small white fish locker under the whaleback to starboard. The main fishroom is aft, with six fixed pine partitions on each side served by Faaborg deck scuttles for industrial fishing. The forward hold has only two divisions and no scuttles.

Both rooms have galvanised steel stanchions, aluminium pound boards and are insulated on the bulkheads only. Each has a separate steel hatch over raised coamings.

For propulsion there is a B & W Alpha 404 — 28 VO diesel developing 400 bhp at 400 rpm and driving an Alpha 1,500 mm bronze three-bladed v.p. propeller housed in an Alpha propul-

sion nozzle. This produces a top speed of around 91 knots and the boat has a static pull of 84 tons. Integral to the main engine are combined bilge and circulating pumps.

The entire hydraulic system for the deck machinery is by Brussels Marine Industries N.V. of Belgium. There is a single hydraulic pack driven from a power take-off at the fore end of the main engine through a wheelhouse-controlled Brussels pneumatic clutch-operated gearbox.

A small back-up pump, belt-driven off the flywheel, circulates oil constantly through the system. Also powered off the flywheel pulleys are a water pump for cooling the hydraulics, a 2in. Desmi deckwash and general services pump, a 6 hp hydraulic pack for the steering gear and an ACG-800 Transmotor 23.8 kW generator. A belt drive at the free end of the generator operates a slush-well hydraulic pack.

A 64 hp HRW six-cylinder Lister diesel, neatly mounted athwartships in the stern, provides the auxiliary power; this directly drives another ACG-800 Transmotor 30 kW generator with belt drives to an Espholin H2 air compressor and a 2in. Desmi donkey general service pump which can be switched in for main engine cooling.

The electrical system, by Nordso Radio Electro, is 220 volt d.c., covering lighting, most instrument operation, heating and domestic services. A back-up 24 volt d.c. system operates the other installations including emergency services, auto-standby bilge pumps in the cabin and charges the batteries.

Either generator is capable of supplying the entire electrical load through a changeover switch on the switchboards. Five tanks, one L-shaped, provide space for



Skipper-owner Hugo Thinnesen in Samantha's wheelhouse.

2,200 gallons of diesel and the fresh water tank in the forepeak holds two tons.

All the main deck machinery is by Brussels and sited forward of the deckhouse. A 10-ton L47 gilson winch is mounted diagonally on the port foredeck, just beneath the deep aluminium whaleback, and a 15-ton V86 trawl winch and M47 net drum are fitted fore-and-aft before the deckhouse.

Meters

The twin-barrelled winch, just to port of the centre line, incorporates oil-operated warp tension meters built into the breaking system, with display dials in the wheelhouse. Both the net drum and gilson winch have duplicated controls in the wheelhouse.

A Dan NK 150 hydraulic fishroom slush-well pump for use when industrial fishing is mounted forward, on the port engineroom casing, and two manual Faaborg pumps are located by the port galleys. Norlau rollers and blocks are fitted while the tubular masts, deck stanchions, cod-end gilson galleys are fabricated from galvanised steel.

The deckhouse above the engineroom casing comprises a total-flood CO₂ locker, with w.c., skipper's berth incor-

porating chart space and a wheelhouse which is optionally well equipped to land out.

The electronic fish finders are grouped together the port wing around 30 Hansen holman: as Aids comprise: Elac 122 Lendar sonar with p.p. recorder, Elac sonar, Kelvin Hughes MS 44 44 Finder and Furuno AP-Scope Mk. II with visual play fishlure.

For navigation there is a Kelvin Hughes type 17 and Ben Amphitrite electronic speedlog, Iver C. Walcott compass, Decca Mk. II Navigator and 3807 Plotter, Decca 380 and and alarm system, Brussels HSP80R hydraulic steering, Decca 444 indicator, hydraulic tiller, trials (port and starboard) hydraulic power steering levers.

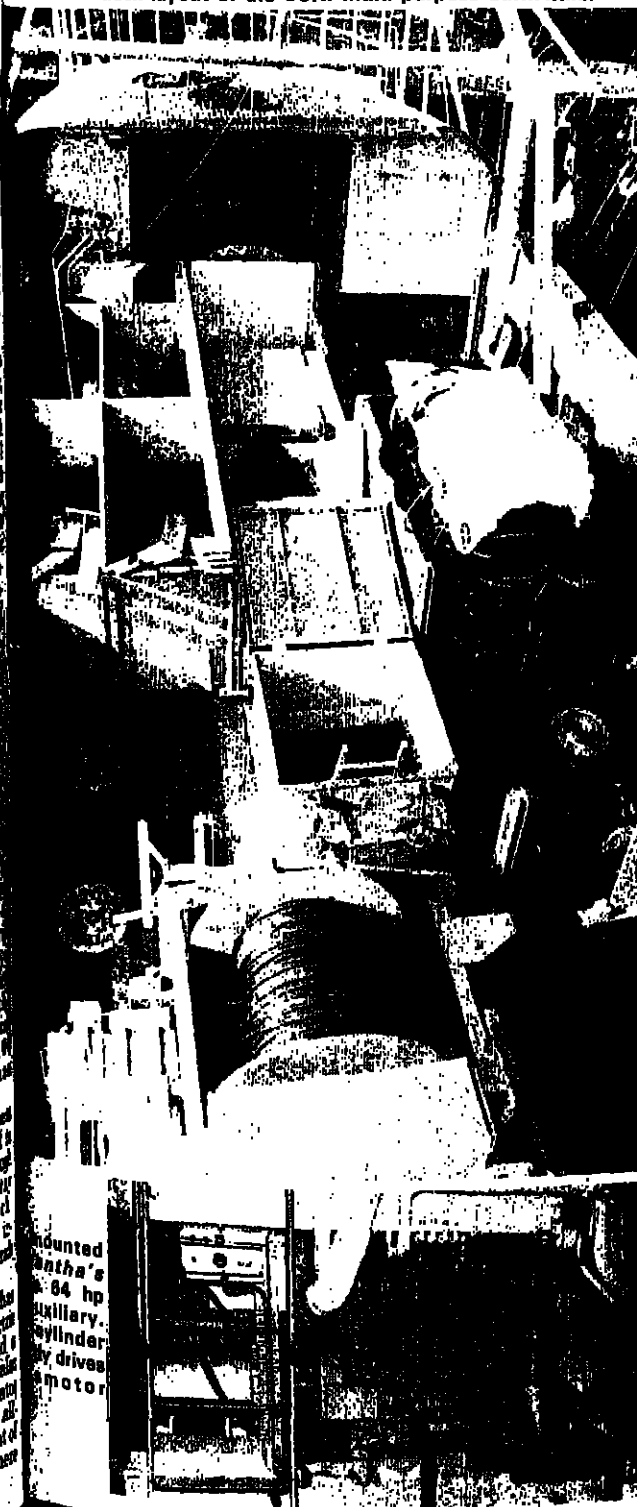
Communications are handled by the T1222 stations — the T1222 radio telephones, R114 R114 watchkeeping with R106 receiver, skipper's cabin.

Other wheelhouse include Alpha engine propeller controls, VN 481 messroom, wheelhouse intercom, Sanyo stereo cassette player and Nobs Safety Master electric radiators. On the wheelhouse roof is a searchlight, and also an RFD liferaft.

The galley and messroom are traditionally arranged on the bows and entered through a central companionway beneath the whaleback, flanked by stores, including another RFD liferaft and gas bottle fixtures.

The roomy cabin has berths for four men, electric radiators, colour TV, and 'Sailor' R109 receiver, a Gram refrigerator, a house and deep-freeze for the electric galley. In the event of a complete breakdown there is a standby gas system.

Top: Samantha's 15-ton V86 Belgian-made Brussels trawl winch and (above) her 10-ton L47 Brussels gilson winch. Below: deck layout of the 68ft. multi-purpose Samantha.



GRP firm plans standard boats

HALMATIC (Scotland) Ltd. is looking to cut the cost of its 28 and 36 ft. long GRP fishing vessels by two to three thousand pounds by developing standard designs to go into production at its Orkney factory.

At present its hulls are fitted out by boatyards around the country and Halmatic will still supply them, but later this year it will be offering standard craft as a cheaper alternative.

The firm is looking into producing as much of the craft as possible in GRP — it already moulds wheelhouses and decks, but may also build internal modules. This production line approach should speed boats into service as parts can be ordered earlier and held in stock.

Halmatic has already started the scheme by part fitting out a Halmatic 28 (overall length 28 ft. 9 in.) for a French owner. This was completed at the parent company's works at Havant, Hampshire.

The Brittany-based owner wanted a shellfish boat with just the basic necessities to get her to sea.

The boat was delivered from Orkney with hull, deck and wheelhouse mouldings complete. Engine and steering were fitted, together with the electrical system and that's about all. She was named La Pequeresse.

Experience

The owner will complete the boat to his own requirements, and he has a good chance of getting things just how he wants them, because positioning will be decided after he has had experience of the boat in the water.

She is powered by a Ford C-Power 6/380 diesel of 108 hp at 2,500 rpm. The gearbox is a Twin Disc 3:1 reduction unit and the propeller, a three-bladed model of 29 in. x 21 in.

The Halmatic 28 hull has been taken from a traditional Scottish wooden fishing boat design. The lines have been followed faithfully, but using a different building material produces a different weight distribution which can affect the handling characteristics of the boat.

The weight differences are not great and depend on the

location of items like deck machinery, etc. Halmatic do the final trimming of the boat by means of moveable internal ballast which also enables an owner to change things to his own satisfaction. Amounts used vary between five and ten cwt.

All the vulnerable areas of the hull have been protected by Halmatic's anti-chafing system. The tops of the bulkheads are protected by heavy-duty galvanised steel strips which is fairly standard practice, but in the areas on each quarter replaceable GRP panels have been fitted to take the knocks.

These panels are moulded on the hull mould and then through bolted to the hull on a bed of sealer. They have proved themselves in heavy use, the only disappointment being for the sales department as few replacements have been required. This system is cheaper than wooden chafing strips and appears to give better protection, with a smoother surface.

Steering and control on this boat were excellent. The steering is Willis Ridley hand hydraulic and it requires a convenient three turns from lock to lock. The wheel will remain where it is left and it is a simple matter to set the boat on a course she will hold for several minutes without attention — a useful attribute for single-handed work.

Turning

So often when a boat has good directional stability, it doesn't steer well. Not so with the Halmatic 28. The single plate balanced rudder allows the boat to turn in little more than her own length, which is very useful when working close inshore. It appears to be equally effective at high and low speeds.

When manoeuvring alongside, the handling is completely predictable and the boat can be placed with confidence under difficult conditions. It is a real

pleasure to handle this boat and there were no detectable vices. Draft is 4 ft.

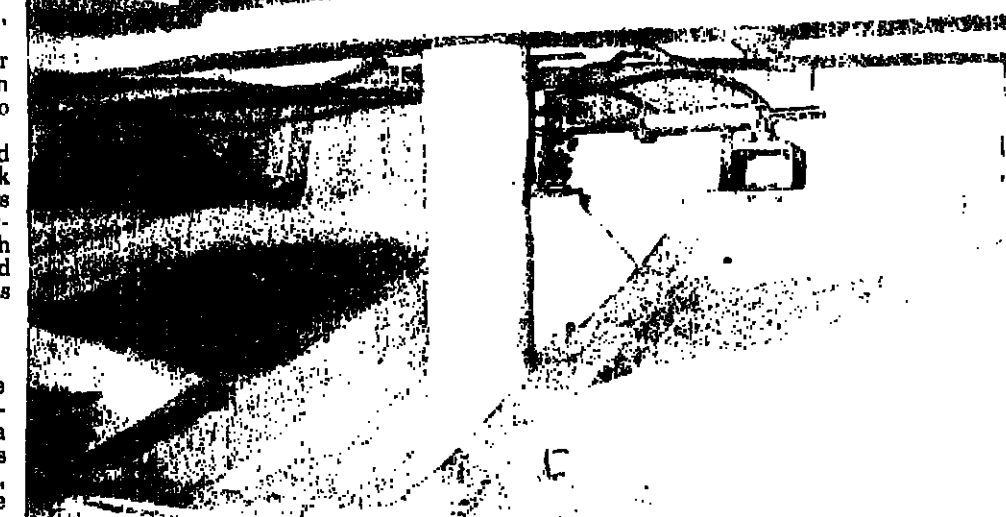
The high deck level allows the engine to be installed below the deck; access to the engine compartment is by means of two hatches in the wheelhouse floor.

It is difficult to get in and out of the compartment and, once in, it is hard to move about. This will not make maintenance of the engine easy and could lead to neglect.

The working deck is clear apart from the hatch giving access to the fish hold. A small plastic hatch in the deck aft gives access to a trunk through which any ropes fouling the propeller can be freed. It is this type of detail which shows how carefully things have been thought out.

The fish hold has not been fitted out and this allows the quality of the hull construction to be seen. The heavy

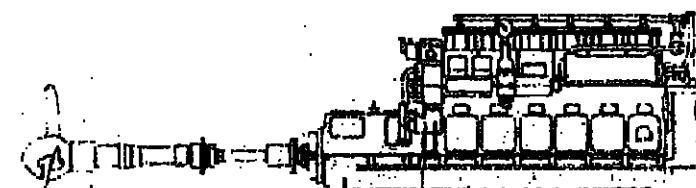
Turn to page 12



Above: the fish hold of La Pequeresse is one place where the high quality of Halmatic's hull construction can be seen. The cylindrical trunk gives access to the propeller from the deck. Below: La Pequeresse, which freely translated means 'unco-operative woman'.



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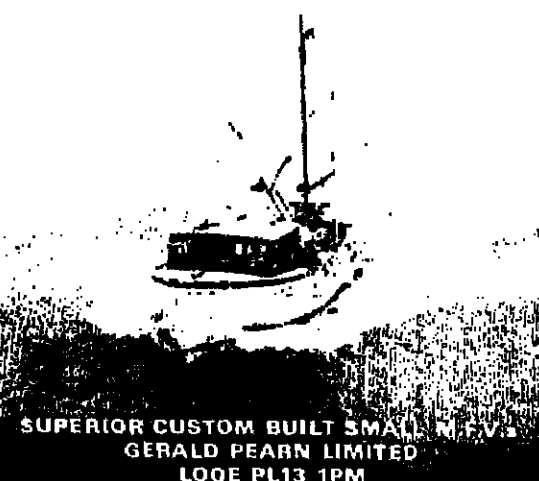
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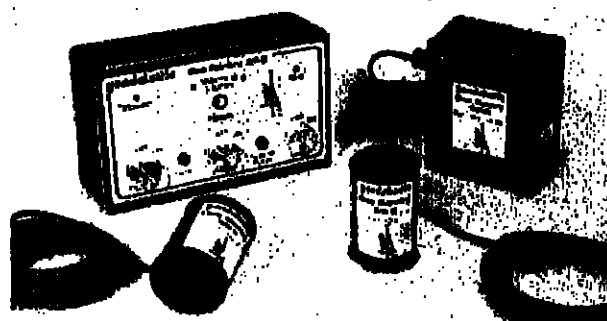
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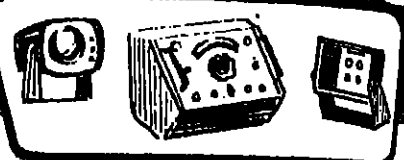
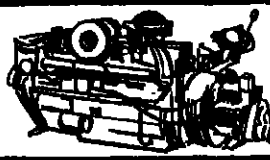
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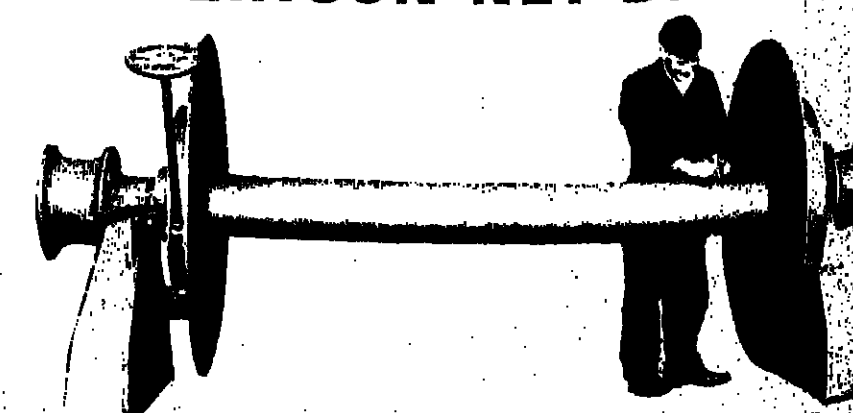
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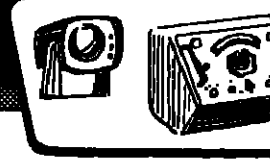
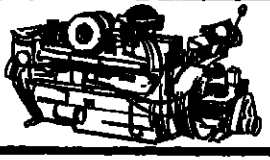


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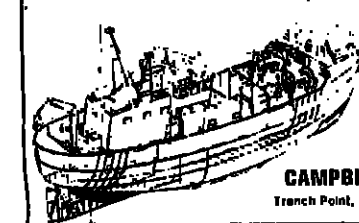


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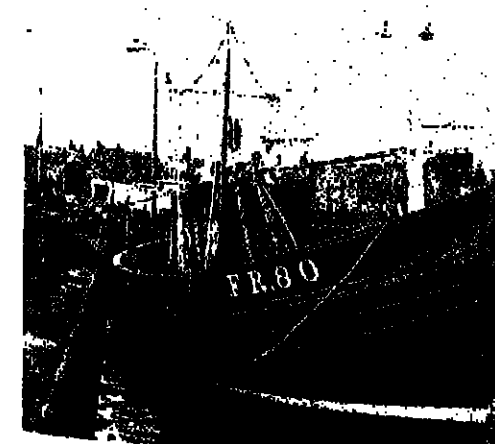
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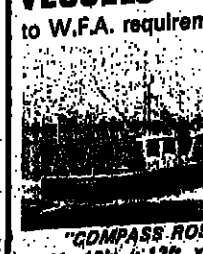
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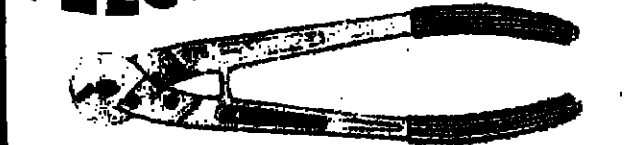
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"I HAVE bought a new 30ft. wooden hull from a chap who had it built by a yard near here but cannot now afford to fit it out and buy gear and equipment."

"I am now faced with the problem of getting a suitable engine for the boat, which I intend to use for crabbing, and I would welcome your advice on what type of engine I should get."

"I am prepared to pay whatever is necessary for whichever is the most suitable."

■ You have a choice of engines: petrol; vaporising oil; two or four stroke diesels cooled by sea water, fresh water or air; and slow, medium or high speed diesels.

A diesel engine is preferable to one which runs on petrol or vaporising oil because it is more reliable; does not depend on electricity which, in damp salt air, may fail; and is less expensive than other oil engines to run.

The thermal and mechanical efficiency of a four-stroke diesel is slightly better than that of a two-stroke and consequently fuel consumption per unit power output is less. Therefore, a four stroke engine would be best.

Drain

Sludge and corrosive deposits can accumulate in the jacket of a sea water cooled engine and in winter you need to drain the jacket every time you leave the boat for any length of time in frosty weather.

Since this is not the case with air-cooled engines, these have much to commend them — particularly for installation in boats working off beaches and/or in shallow water where intakes may clog. But, unless you can install an air-cooled diesel effectively, the noise can be very distracting.

A fresh water cooled engine is quieter and the water can be chemically treated to prevent scale formation and secretion of sludge in its cooling jacket.

Anti-freeze can be added to it in the winter so that it does not have to be drained from the jacket in cold weather.

A primary consideration is whether the engine can be started by hand as well as by an electric or mechanical starter.

In my opinion it is highly desirable that whatever engine you choose should incorporate a hand starter; otherwise you may find yourself in an out-of-the-way place with batteries run down and unable to start it.

Such facilities are only incorporated in engines with a maximum speed of about 2,000 rpm. So I think it would be best to opt for a medium speed diesel.

Unless your grounds are a long way away and you want to achieve the maximum speed, an engine of sufficient

Air patrols for Norway's new limits

NORWAY is to bring into force a new coastguard service to patrol her offshore areas when she increases her territorial limits to 200 miles.

The new service will be equipped with helicopter-carrying patrol boats and "Orion" type naval aircraft for long-range surveillance.

Seven new patrol boats, costing 780 million kroner, have been suggested, but they will not be ready until the early 1980s as they have yet to be designed.

Choosing the right engine

horsepower to push it along at 7-8 knots with power take-offs to drive an alternator, mechanical bilge pump and a mechanical or hydraulic line hauler should prove adequate — one of between 20 and 36 hp, for instance.

Only if you want to proceed at uneconomical speed at times, or to use the boat for trawling, would engines of higher power merit consideration.

A four-stroke, fresh water cooled diesel, developing about 30 hp at 1,500 rpm, which can be started by hand and from which can be driven whatever auxiliary machinery you propose to install, would serve your purposes as well as any, I think, if it meets various other requirements.

Its length and breadth must be such that it can be installed on the engine beds already fitted in the boat and its height must not be too great for the space allotted to it. The size of propeller it is designed to turn must not be too big for the boat's propeller aperture.

Another consideration which it will pay you to take into account is whether the manufacturer of the engine you chose has a depot well stocked with spares and managed by a skilled engineer, near your home port.

Yet another point to be taken into consideration is the ability of the manufacturer to deliver the engine by the time you are ready to install it.

You may be prepared to delay installation for a few weeks, but not for six months even for the ideal engine.

Having taken all this into consideration and also the precaution of consulting owners of boats with identical engines, I had narrowed the choice down to two diesels of about the same horsepower which could be installed on existing engine beds.

From each could be driven an alternator, GGG bilge pump and hydraulic pump for a power hauler.

The engine I ultimately chose was a Sabab 22 hp diesel made by Sabab Motor A/S in Bergen, Norway, and I doubt whether you could select a more suitable engine for your

boat than a 22 hp or 30 hp Sabab.

The Norwegian word sabab means robust and that is what these purely marine engines are. They were designed to work all year round off the coast of Norway. And the designers were fully aware of the rigours they would have to endure.

They are two cylinder, four stroke engines which can be supplied with both hand and electric starting, with fresh sea water cooling with controllable pitch propeller and with fixed pitch propeller and light or heavy duty reverse/reduction gearbox.

Each engine is supplied with a comprehensive outfit including propeller, shaft, stern tube and greaser, exhaust, sea-cock with strainer, fuel tank, tool box, instruction manual and spare parts list.

Extras available include power take-offs, instrument panels, dynamometers, remote controls and bilge pumps.

There is little difference in price between an engine supplied with a controllable pitch propeller and one with a fixed pitch prop and gearbox.

So a fresh water cooled, 22 hp or 30 hp Sabab diesel; fitted with both hand and electric starting, and adequate power take-offs for your requirements; and driving a controllable pitch propeller, might well be the best type for you.

John Burgess' Log



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"I HAVE recently bought a 52 ft. Scottish MFV which has a wheelhouse with very limited space."

"I want to fit a larger one but the price of timber here — especially hardwood — is astronomical and I have been wondering whether it might be less expensive to fit a prefabricated GRP wheelhouse."

"Do you know of any company which moulds one to a standard design or which would mould one to my design?"

■ Ardleigh Laminated Plastics Ltd. — the company which moulds Colvic Craft — fabricates standard GRP wheelhouses for fitting in its 25-35 ft. fishing boat hulls. Particulars and prices from: Marine Sales Depart-

ment, Wheaton Road, Industrial Estate East, Witham, Essex.

These, however, may be on the small side for your requirements. If so, the Tyler Boat Co., Sovereign Way, Tonbridge, Kent, might be willing to make a wheelhouse to your own design.

Moulds

If you are prepared to pay transport costs, Halmatic (Scotland) Ltd., Hatston, Kirkwall, Orkney, moulds a wheelhouse which should be suitable. The firm has sold a number for fitting aboard Grimsby seiners.

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WINGLESS WONDER

ON MARCH 5, in response to a request for information about wingless mid-water trawls, I gave some details of the herring trawl designed by Jon Lindholm and made by Iver Christensen in Skagen, Denmark, in 1975.

Ellis used an adapted version of it very successfully in *Lindisfarne* for catching sprats. Since then, he says, it has been used so successfully by Clyde and Scottish west coast herring pair trawlers that it has come to be known as the wingless wonder.

Currently using it are: *Commanor, Conduan, Lothian Rose and Valente* of Peterhead, among many others. And Cliff Ellis has ordered similar nets for his new vessel *Christine Nielsen*.

Having since been reminded by Boris Howard that the Boris Net Co. Ltd. produced a short-wing mid-water trawl in 1972 and that Skipper Cliff

Ellis used an adapted version of it very successfully in *Lindisfarne* for catching sprats. Since then, he says, it has been used so successfully by Clyde and Scottish west coast herring pair trawlers that it has come to be known as the wingless wonder.

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Skates and rays

"I CAUGHT what I thought were some small skate in my beam trawl recently but when I came ashore I was told that they were roker or thorn-back rays."

"I know that several species of both skates and rays are caught in the Channel and that some people can identify them without difficulty, but I can't."

"I don't know what the principal differences between a skate and a ray are. Can you tell me?"

■ Skates have longer noses than rays. The species of skate taken in greatest quantities in British waters is the common skate (*Raja batia*), and of rays, the thornback (*Raja clavata*), often called Roker.

The common skate grows to a larger size than the roker — up to 7 ft. across the back and fins.

Its back is grey shading to mauve at the wing tips and its belly is grey-blue with spots on it. The roker's back is mottled grey-brown and its

belly is grey-blue with spots on it. The roker's back is mottled grey-brown and its

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Catches and Prices

GRIMSBY

24,635: *Ross Kipling*, BUT (Sk. W. Ferrands), 1,396 kits, 1, 22 days.

21,292: *Boston Keatrel*, Boston (Sk. W. Nutton), 1,162 kits, 1, 23 days.

20,917: *Vivaria*, BUT (Sk. R. Kurz), 1,214 kits, 1, 22 days.

19,534: *Spurs*, Consolidated (Sk. W. Hardie, Jr.), 1,148 kits, 1, 23 days.

19,456: *Boston Halifax*, Boston (Sk. R. Harries), 1,063 kits, W, 17 days.

18,923: *Ross Kashmir*, BUT (Sk. F. W. Gray), 1,470 kits, 1, 22 days.

18,795: *Ross Khartoum*, BUT (Sk. E. Hall), 1,078 kits, 1, 22 days.

18,239: *Northern Reward*, BUT (Sk. W. Harris), 987 kits, 1, 22 days.

17,004: *Blackburn Rovers*, Consolidated (Sk. E. Cotton), 1,181 kits, 1, 22 days.

14,738: *Barnsley*, Consolidated (Sk. G. Tyrrell), 853 kits, 1, 18 days.

14,901: *Ross Cougar*, BUT (Sk. J. Major), 1,131 kits, F/W, 16 days.

12,893: *Ross Jaguar*, BUT (Sk. D. Speck), 1,301 kits, W, 15 days.

11,974: *Osaka*, Taylor (Sk. P. Newby), 1,107 kits, F/W, 15 days.

11,377: *Ross Zebra*, BUT (Sk. R. Reeves), 867 kits, F/W, 16 days.

11,841: *Ross Leopard*, BUT (Sk. J. Brown), 1,130 kits, F/W, 15 days.

11,668: *Helen Mona*, Richardson (Sk. A. Svendsen), 258 kits, NS, 15 days.

11,571: *Cineraria*, Allard Hewson (Sk. H. Press), 218 kits, NS, 16 days.

11,451: *Suomaa*, Sleight (Sk. M. Visholme), 227 kits, NS, 18 days.

11,291: *Coral Bank*, Sleight (Sk. D. McKenny), 204 kits, NS, 17 days.

11,258: *Veralla*, Allard Hewson (Sk. E. Olesen), 236 kits, NS, 15 days.

11,800: *Arcona Bay*, Arcona (Sk. E. Thomsen), 204 kits, NS, 17 days.

11,710: *Ejlena*, Richardson (Sk. J. Carson), 180 kits, NS, 14 days.

11,223: *Shawnee*, (Sk. D. Brown), 795 kits, and 12,541: *Mohave* (Sk. C. Spall), 641 kits, both Sleight, W, 13 days.

11,173: *Golden Venture* (Sk. P. Pulfrey), 513 kits, and 8,533: *Skanderborg* (Sk. P. Scott), 450 kits, both John R., NS, 14 days.

11,238: *Frances Bojen* (Sk. J. Richardson), 479 kits, and 8,944: *Margrethe Bojen* (Sk. Jens Bojen), 461 kits, both John R., NS, 10 days.

11,799: *Anna Michelle* (Sk. M. Josefsen), 362 kits, and 8,531: *Sonia Jane* (Sk. D. Bewley), 357 kits, both John R., NS, 11 days.

11,228: *Ross Sirius*, BUT (Sk. D. Whiting), 1,871 kits, 21 days.

12,072: *Ross Orion*, BUT (Sk. M. Clark), 1,316 kits, 21 days.

12,539: *Ross Trafalgar*, BUT (Sk. E. M. Ward), 1,335 kits, 21 days.

12,442: *Lord St. Vincent*, BUT (Sk. B. Turner), 1,262 kits, 20 days.

12,346: *Westella*, Marr (Sk. R. Warren), 1,507 kits, 22 days.

11,808: *Kingston Amber*, BUT (Sk. A. Cubbison), 1,104 kits, 22 days.

11,870: *Kingston Beryl*, BUT (Sk. T. Thompson), 1,235 kits, 34 days.

11,170: *Visborg*, Boston (Sk. V. Jensen), 419 kits, 14 days.

11,432: *Svendborg*, Boston (Sk. K. Thimm), 274 kits, 19 days.

11,067: *Lindenberg*, Boston (Sk. H. Winkel), 262 kits, 16 days.

11,585: *Vikingborg*, Boston (Sk. N. P. Jensen), 255 kits, 13 days.

11,432: *Svendborg*, Boston (Sk. K. Thimm), 274 kits, 19 days.

11,067: *Lindenberg*, Boston (Sk. H. Winkel), 262 kits, 16 days.

11,585: *Vikingborg*, Boston (Sk. N. P. Jensen), 255 kits, 13 days.

11,432: *Svendborg*, Boston (Sk. K. Thimm), 274 kits, 19 days.

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